



DIVISION

OF

AERONAUTICS

Vol. 25 — No. 1

January, 1974

GOVERNOR'S FUEL CONSERVATION AD HOC ADVISORY COMMITTEE

The following letter and statement were sent to Governor Thomas L. Judge in the above-mentioned matter.

The Honorable Thomas L. Judge
Governor of Montana
State Capitol Building
Helena, Montana 59601

Dear Governor Judge:

The undersigned members of your Ad Hoc Committee representing the aviation industry, submit the attached statement outlining those actions the aviation industry has taken or is preparing to take to comply with the request made by the National Administration and by your Administration to conserve fuel.

We wish to express our continued support of your program and of the committee to which we have been appointed.

Respectfully yours,
/s/Bruce Vanica
/s/Bill Hunt
/s/Kent Weldon
/s/Al Newby

Attachment

* * * * *

AVIATION

All parts of aviation have expressed their willingness and desire to share in the efforts to conserve

energy throughout the industry. Aviation is treated somewhat differently than some other transportation energy users in that the fuel for air carrier operations will be allocated from Washington, D. C. and those of general aviation will be determined in the regional office in Denver. From all the information now available the states will not regulate allocations of fuel to any portion of aviation. As members of Governor Judge's Fuel Conservation Advisory Committee, Aviation's representatives wish to express their full support to the committee and assure that they will cooperate in any way possible to assist the State of Montana, to use the words of Governor Judge, "to make these grim circumstances as easy as possible on everyone throughout the duration of the crisis."

At the outset it will worthwhile to again say that aviation is divided into three broad categories. First there are military aircraft who are directly under the jurisdiction of the Department of Defense and need not be further discussed for the purposes of fuel allocation. Second, there is the air carriers that can generally be described as all scheduled airlines, usually, but not always, under the jurisdiction of the Civil Aeronautics Board in Washington, D. C. And, third, general aviation consisting of

all types of aircraft that are neither military nor air carriers.

Of the three categories described, this committee will most likely hear more from general aviation for additional allocations of fuel because of the severe cutbacks being proposed that amount to about 42% overall cut in general aviation as compared to 10 to 25% for others of the transportation industry. The White House made this announcement but has just this week announced that the cuts may not be any greater than for other energy users.

In any event both the people of general aviation and of the air carriers have taken and are taking steps to conserve fuel. The following are the steps taken by the air carriers to conserve fuel and then those taken by general aviation. You will note that there are some things both are doing and some things peculiar to each. No reference is made as to the efforts by the military to conserve fuel here because we have no information concerning those activities.

In the past three years the air carriers have adopted many methods to conserve fuel, some of them arising out of the noise abatement program that required aircraft to reduce the noise pollution over inhabited areas. Others are of more recent (Continued on Page 4)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

**Thomas L. Judge, Governor
Frank McChesney, Director
Martin T. Mangan, Deputy Director**
Official Monthly Publication
of the

DIVISION OF AERONAUTICS
City/County Airport
Phone 449-2506
Box 1698

Helena, Montana 59601

William E. Hunt, Administrator

**Worthie M. Rauscher,
Deputy Administrator**

Board of Aeronautics

Richard O'Brien, Chairman
Thomas F. Kiely, Vice-Chairman
Michael D. Ferguson, Secretary
Tom Burris, Member
William A. Merrick, Member
Leo Collar, Member
Bruce Vanica, Member



MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at
Helena, Montana 59601

Subscription \$.50 per year.

Edited by: Bernice M. Peacock



**AIRPORT FIRE TRUCKS
PLANNED**

The acquisition of dry chemical, quick response rescue trucks and housing was the main topic of discussion at airport board meetings in Havre, Wolf Point, Glasgow, Sidney and Lewistown during the week of December 10, 1973.

The 500 lb. dry chemical truck meets the requirements for fire protection on airports being served with Twin Otter type aircraft as Frontier now uses for these communities. This truck is part of the requirements of FAR Part 139 "Airport Certification" for all air carrier airports. The FAA will provide 82% of the funds for the quick dash vehicles estimated at \$20,000 to \$25,000.

Lloyd A. Smith, Chief, Certification,
(Continued on Page 8)

*Administrator's
Column*



Here at the Aeronautics Division we continue to plan for the future of aviation in Montana but obviously, like you, we are very much aware of the energy problem that is obvious but still somewhat mysterious. The steps we are taking here at the division are much the same as those set forth in the letter to Governor Judge that was signed by the four members of his committee on energy who represent aviation.

We acknowledge the contribution of the AOPA for much of the information contained in that statement as well as other sources, including the Federal Aviation Administration and various private aviation associations. We subscribe to the policy of the AOPA when they say "The energy crisis calls for conservation and cooperation, not panic." So all of us must go ahead and plan our programs and meet the problem as the mystery unravels so that we can all continue to reap the benefits aviation produces for us and for the people of the state.

As a reminder, the Federal Energy Office has made an increase in allocation of fuel with the military getting 100% of its current needs; civil air carriers getting 95% of the 1972 consumption level for the corresponding month of 1974, and general aviation getting varying amounts, including 100% for agriculture, energy production and aircraft manufacturing. Business aviation would get 80% of the 1972 consumption, while personal, pleasure, institutional and air travel clubs would get 70%. Public aviation which includes federal, state and local government organizations will get 85% of the base period consumption, and emergency service, including safety and mercy missions

and search and rescue will receive 100% of requirements. General aviation will make their appeal directly to the Regional Office of FEO rather than to state or county fuel allocation boards as was once proposed. If you need any help with any of these matters, please give us a call or let us know your problem and we will do everything we can to help you solve it.

* * * * *

I would like to take this opportunity to express my appreciation to Chuck Smith, Mr. McFarland and Mr. Schneider for their cooperation and information in getting us started on an investigation of the possible use of satellites in search and rescue.

* * * * *

The Civil Aeronautics Board has granted United States scheduled air carriers authority to enable the carriers to make more promptly any additional schedule reductions that may be necessary to meet the jet fuel reduction imposed by the energy crisis. Carriers may now communicate by telephone and telegraph to the Board where it is necessary to do so, but the CAB will retain control because the CAB must approve any change before it can be put into effect. What it apparently means is that the Board is bypassing the formal appearance in order to save time.

* * * * *

At a meeting held in December in Billings, general aviation spokesmen discussed the fuel emergency and recommended Ken Weldon of Lynch Flying Service, Billings, as their representative. Mr. Weldon was subsequently appointed by Governor Judge to be a member of the Ad Hoc Committee.

**OBEDIENCE TO THE
UNENFORCEABLE**

**By: Dale Uppinghouse
Accident Prevention Specialist
Rocky Mountain GADO 1**

"Obedience to the Unenforceable" is not just a catchy phrase. It should become a working slogan for all pilots and mechanics.

The idea comes from a famous British jurist, Lord Moulten, in an

article entitled "Laws and Manners" published in 1912. Lord Moulten said, "There are three great domains of human action."

Number one is the domain of positive law, where actions are prescribed by law. For the pilot and mechanic, this is the Federal Aviation Regulation.

Number two is the domain of free choice. No Federal Aviation Regulation tells you what day of the week you can or cannot fly, what friends you can take with you or any of a thousand other actions of free choice.

Number three is the domain of obedience to the unenforceable—the obedience of man to that which he cannot be forced to obey. Good operating practices are in this domain. Sometimes, we suggest such practices to airmen and are rebuffed. "Show me in the regulations where I have to do this," they say.

FAR's are positive laws, but they are minimum standards. Initial training requirements are minimal, and there is little or no recurrent training required for personal flying. This also applies to most mechanics in general aviation. New Part 61 sets up minimal requirements in a biennial flight review by a flight instructor. The success or failure of this program will hinge on how the pilot works to correct any shortcomings uncovered by the flight review.

Flying is a skill not comparable to swimming or riding a bicycle. A person never forgets how to swim or ride a bike. Believe me, an airplane can become a strange, obstinate critter if you don't keep proficient. The action of the pilot after his flight review falls in the domain of "obedience to the unenforceable."

The character of the individual shows through at this point. Will he accept the help and constructive criticism of the review, or will he close his mind to the whole thing? This will separate the men from the boys or the safe pilots from the accident producers. Which will you be?

Will you be one who shrugs off any shortcomings, or will you work to bring your knowledge and proficiency up to where it belongs?

GOODBYE AND GOOD LUCK

Elsie Forbes Childs retired December 31, 1973, from the Helena General Aviation District Office of the Federal Aviation Administration, completing nearly 34 years of government service.

She is widely known in aviation circles throughout Montana and the Pacific Northwest. She graduated from Miles City High School in 1937 and following graduate work there . . . employment on her father's sheep ranch north of Miles City and brief employment with Montgomery Wards . . . she accepted a clerk position with the U. S. Department of Agriculture in Washington, D. C. in 1940. While in Washington, D. C. she attended night school for one year at George Washington University.

She transferred to Huntley, Montana in 1942 where she not only did clerking and typing . . . but her duties also included counting sugar beet stands, reading water levels on experiment farms, weighing sheep, hauling potatoes in a truck and reading tensiometers and barograph readings.

In about 1943 she began flight training at the Billings airport with Gillis Flying Service. She began her instruction with Sig Ugrin, soloed by Al Gillis and continued dual with Walt Hensley who checked her out for her private license.

Elsie transferred from Huntley to the Helena Airport in 1944 where she accepted a position with the Civil Aeronautics Administration. From her original employment with the Department of Commerce at Helena under Supervising Agent John Matthews she continued until December of 1973 serving under Supervising Inspectors Lee Clark, Norman Hendy, Dan Moran, Lee Mills and Les Severance. (The General Aviation District Office of the Federal Aviation Administration in Helena serves aviation throughout western Montana.)

Mrs. Childs continued her hobby of flying and has accumulated about 1,800 hours of flight time in a variety of light aircraft and has some dual

time in light twins as well as two short flights as copilot in DC3's.

She is a charter member of the Montana Chapter of 99's (International Organization of Women Pilots) and served as Chairman in Montana from 1965 to 1967. She is also a member of the Montana Flying Farmers. She has been a member of Civil Air Patrol continuously since 1943 and flew on flood missions several years ago as well as several actual searches for lost aircraft. While flying actively with Civil Air Patrol she attended Air Force sponsored training missions in Lewistown, Kalispell, Missoula and Hamilton.

Although she has never done any commercial aviation work or flying for hire, as a hobby she has acquired ratings as commercial ASEL, instrument, flight instructor, ground instructor, CAR and Meteorology. She has flown in 30 states including Alaska, also Northwest Territory, Alberta, Manitoba, British Columbia and Saskatchewan. The longest trip in a Stinson was to 15 miles north of the Arctic Circle in 1961, landing at Fort Yukon.

She includes among her most interesting air experiences a short pleasure ride in the Johnson Flying Service Tri-motor Ford and a ride in a Travelair 6000B with Clyde Fredrickson of Hamilton. She prefers light aircraft to riding jet airliners. The only incidents of note during her many years of light aircraft piloting included a precautionary landing in a CAP-L-16 on a search mission (lost exhaust stack), and a forced landing in the Stinson on a road east of Lenep, Montana, caused by a rocker arm trouble when a belt broke after failure of a locking clip. She, along with co-pilot Helen Dunlop of Helena, entered the handicap speed race in 1959 (all woman transcontinental air race) between Lawrence, Massachusetts and Spokane, placing 33rd in a field of 66 while piloting a Bonanza C35 at cruising throttle. In 1966 she was awarded the 1st place trophy in the Montana Big Sky air race, with Helen Dunlop once again being her co-pilot. In 1963 she came home from the first Calgary Stampede air race

(Continued on Page 8)

(Continued from Page 1)

origin and will be implemented in the near future. These are some of the things air carriers have done or are going to do:

1. Eliminating flights during slow times when traffic does not warrant flights.
2. Use less power during flights.
3. Use smallest type of equipment needed to do the job.
4. Shut down engines not needed during taxi.
5. Cooperate with Federal Aviation Administration procedures to cut fuel that are listed as follows:
 - a. Revise gate hold procedures at airports.
 - b. Revise air traffic flow procedures.
 - c. Encourage increased use of optimum aircraft cruising speeds.
 - d. Advise controllers to effect fuel savings wherever possible by holding aircraft at high altitudes assigning optimum altitudes and minimum circuitous routings.
 - e. Taxiing aircraft with fewer engines.
 - f. Increased use of simulators for training and check flights.
 - g. Encourage sponsors to accelerate construction of airports and taxiway improvements.

Turning now to general aviation, like the air carriers, general aviation will take every possible step to conserve fuel, knowing that everyone will not get all the fuel they want; but recognizing that with cooperation everyone can get all the fuel they need. Part of the solution is to make efficient use of available fuels. Here are twelve steps that have been suggested by Aircraft Owners and Pilots Association that general aviation is taking to conserve fuel:

1. Use economy power cruise settings.
2. Use proper leaning procedures.
3. Reduce ground operation time.

4. Keep the airplane clean.
5. Correct improper rigging.
6. Fly direct courses.
7. File under instrument flight rules only when necessary because of bad weather.
8. Use intersection takeoffs at large airports.
9. Avoid pattern go-arounds by using correct spacing.
10. Navigate accurately.
11. Consider alternate transportation.
12. Use plane pools same as car pools.

All aviation recognizes that by following the steps outlined it can do much to assure its own fuel needs and make significant contribution to total energy conservation. In addition, aviation will continue to seek methods to conserve additional fuel at the same time furnishing a valuable and much needed form of transportation and communications for the State of Montana and the nation.

SEARCH AND RESCUE OUTLOOK

On November 19, 1973, a Cessna 210 piloted by Steve McClain, with passenger Dan O'Keefe of Tacoma, Washington, was lost on a flight in that state and their whereabouts still are unknown. Mr. Charles A. "Chuck" Smith, an attorney in Helena, and a pilot, who knew Mr. McClain and in fact was one of his best friends, went to Washington state where he was cordially received by Dixie Mayes, Director of the Washington Aeronautics Commission and rode as an observer with Mr. Bill Hamilton during the search. While the search was unsuccessful, Chuck met with Mr. J. R. McFarland, father-in-law of Steve McClain and out of this meeting came a thought that the satellites might be able to furnish help to search and rescue people.

When Chuck returned to Helena he contacted Division of Aeronautics officials who made a few phone calls and obtained some information. In the meantime Mr. McFarland prepared a letter which he circulated widely. We take this opportunity to present Mr. McFarland's letter from

Mr. William C. Schneider, Director of Skylab Program, following a telephone conversation between Mr. Schneider and Bill Hunt of the Division of Aeronautics. As further information is developed it will be printed here in the newsletter. The Division of Aeronautics will be glad to answer any questions anybody may have at any time. Also printed are the pictures sent by Mr. Schneider.

* * * * *

(From Sandpoint, Idaho)

"On November 19, 1973, a Cessna 210 aircraft piloted by Steve McClain accompanied by a single passenger, Dan O'Keefe, both men of Tacoma, Washington, departed from the Port Angeles, Washington, airport on a return flight plan which would take them east to a junction with V440 and then southeast to Thun airport as a final destination, located about 20 miles south of the Sea-Tac Airport. The pilot filed his flight plan in the air following departure from Port Angeles at 4:23 p.m. At the time of departure, the early evening lights of Victoria, British Columbia and Port Townsend, Washington, were clearly visible. However, at the aircraft's east-bound junction with the V440 which extends from Victoria, B.C., Canada, to Seattle, severe weather conditions enveloped them and nothing further was heard, nor were any clues developed as to the whereabouts of aircraft, pilot and passenger. Ten days of intensive search was carried on directed by the CAP and the Washington Aeronautics Commission, with eleven helicopters and forty-three fixed-wing aircraft combing the area most likely to have been covered by the aircraft, and with additional coverage by other aircraft not operating under the auspices of either group. Neither during this intensive search nor after has there been one single clue indicating what might have happened to the aircraft with the two men aboard.

"In addition to this concentrated air search, a search of the same general areas by watercraft and sizeable groups of volunteer ground search-

ers, as well as four-wheel drive groups, failed to turn up any clues.

"At this point it seemed impossible to do anything further. However, a scientist associated with one of our national research laboratories has suggested new and revolutionary application of an existing facility equipped with scientific potentials for locating downed aircraft. The suggestion that he has made has been presented subsequent to consultation with other scientists who have termed it 'possible', and involving almost zero cost to test.

"Since it is not possible to initiate such activities from 'within' the confines of the research facilities having the equipment, the implementation of an idea must originate on the 'outside'; more specifically through direction from high ranking officials who have committee assignments with NASA or its counterparts. For example, Senator Henry Jackson of the State of Washington is one person who might be interested and who could be influential in getting an experimental program underway. Governors of our various states or other high ranking state officials could also be influential, particularly through their Aeronautical Commissions.

"The proposal is simply this: The satellite 'SKY-LAB' program and the satellite 'ERTS' program, both under the direction of NASA, might perform the search function either singly or in a joint effort. Photography would be a big factor, and this activity is going on constantly, applied in conjunction with the collection of temperature and other scientific data in certain pin-pointed areas. All of this information, when properly evaluated by trained personnel on the staff at NASA might yield specific favorable results in locating the downed aircraft. If you will refer to the December 1st issue of **Business Week**, page 42, entitled 'A Message from Eastman Kodak Company', you can get an indication of the photographic potential when correlated with temperature recordings. It also appears that the equipment aboard the satellites could greatly increase the effectiveness of the ELT

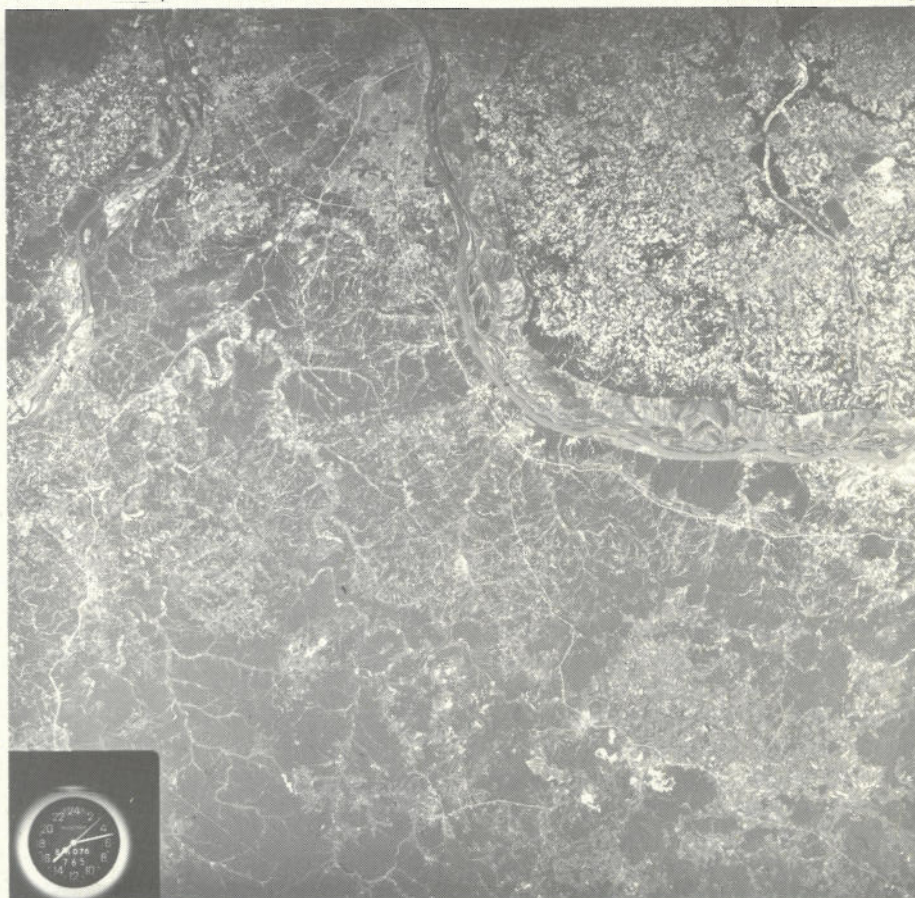
systems, which are going to be mandatory on new aircraft effective January 1, 1974. A downed aircraft signal emanating from the ELT system might be received and pin-pointed as to location through the vastly increased omni-directional signals at satellite altitude.

"Sky-Lab is making a circular orbit 269 miles above the earth, requiring 97 minutes per orbit, and requiring 71 orbits of the earth in order to repeat the exact same coverage time after time, and this appears to be an exacting and predictable program. One of Sky-Lab's missions is to take pictures of the earth, one frame of which could cover the entire area from Port Angeles, Washington, to Thun Field, Washington, south of Seattle. I am informed the temperature recording devices on Sky-Lab can measure temperature differences in 10th of degrees at ground levels, and the temperatures it records can

indicate the object being measured is an animal, a person, and airplanes, also, that are either in their complete natural form or broken up on the ground as a result of a crash.

"Since this new system offers the possibility of locating a downed airplane in unknown locations soon after the accident, it could vastly increase the percentage of savings in human lives and the location of the remains of the aircraft immediately thereafter, which would eliminate much needless search and human suffering by the pilots, passengers, and the families of those who have disappeared. Besides being useful here within our own nation, such a system, if developed, would provide world-wide benefits to search and rescue.

"Knowledgeable people think this system could be a practical maneuver on almost a no cost basis when associated with the services of existing



St. Louis: This Earth Terrain Camera photograph shows the city of St. Louis and more than a hundred miles of the Mississippi River. The confluence of the Illinois and Mississippi Rivers can be seen in the northernmost corner. The area shown covers 5,000 square miles.

satellites. This may be an over-simplification, but certainly the many potentials involved would justify careful study and serious consideration of the technique.

"In order to develop interest and authorization in the foregoing as an experimental project, you can help implement this program by indicating to your influential acquaintances that you **urge** their support in authorizing a study of the potential.

"Will you call your U. S. Senator, Congressman and Governor indicating your desire to have them take affirmative action?

"Just remember, the next aircraft downed and lost may have on board your loved ones, you, me, or both of us.

"Most sincerely,

/s/J. R. McFarland"

* * * * *

"December 13, 1973

"Mr. William Hunt

Division of Aeronautics

Box 1698

Helena, Montana 59601

Dear Mr. Hunt:

"In our telephone conversation on December 12, you asked me to summarize the factors which have a bearing on the ability of the Skylab crew to assist in locating downed aircraft. As I said then, I wish there were some way that Skylab could be helpful, but the laws of physics do put a limit on what we can do.

"One part of these limitations arises from the nature of orbital motion. Skylab orbits 275 miles above the earth in a plan inclined 50° from the equator. Each orbit takes approximately 93 minutes, during which time the earth rotates about 20° with the result that each ground track is displaced about 1600 miles to the west of the previous track. The Skylab altitude, and hence the orbital period have been carefully adjusted so that this westward progression brings us back over the same ground track every five days. A further complication is the rate of about 6° per day. This is what gives rise to the cyclic variation in lighting conditions, and even then, Skylab could cover only a few narrow strips across the area in which you

are interested.

"This brings us to the second kind of limitation, those affecting the ability to discern the detail necessary to recognize objects on the ground. Our highest resolution sensors are photographic cameras, which are subject to the same effects of weather that afflict photography from aircraft. (Our microwave sensors, which can penetrate clouds, do not form images). Although our highest resolution camera has a nominal capability of ten meters, this is attained only under ideal conditions. Under the random conditions of lighting and contrast encountered in mountainous terrain, it is doubtful that one could reliably spot an object smaller than 100 feet.

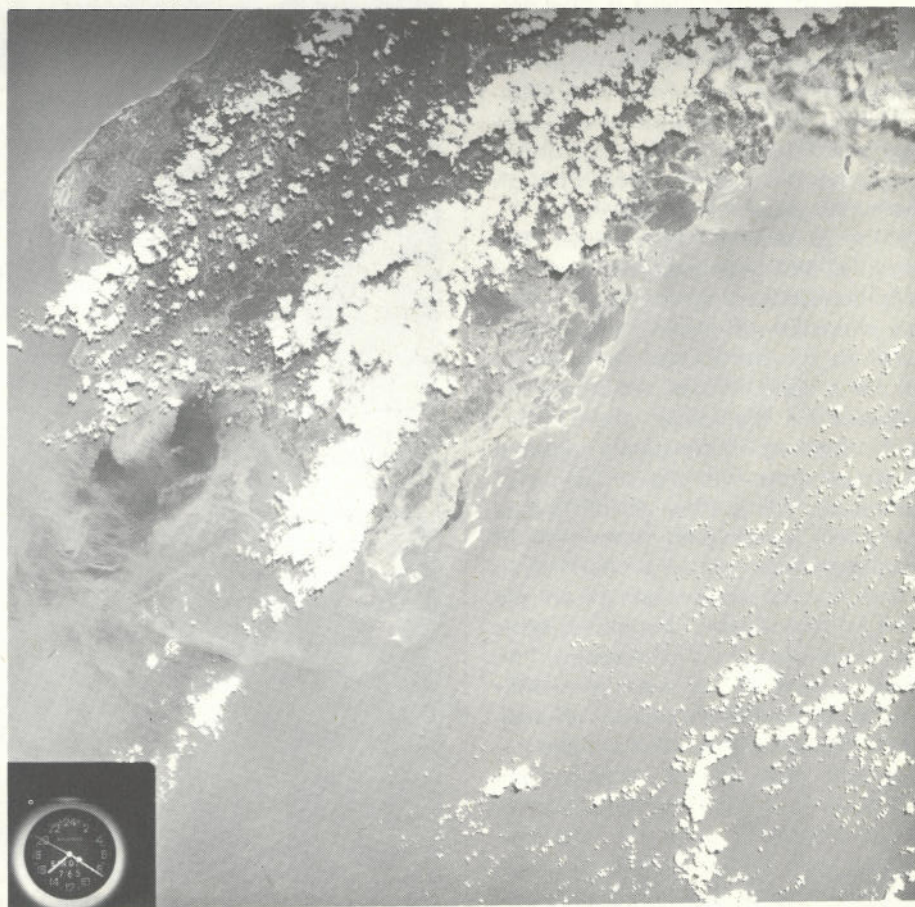
"I am enclosing duplicate transparencies of two areas taken last June on the first Skylab mission. If you have a light table and a ten power lens, you can see that there

is a tremendous quantity of information contained in these photographs, but it is still hard to find even large aircraft, even when they are intact, and at known locations, such as airports.

"I'm sure you appreciate that there are tradeoffs between resolvable detail and area coverage. The Skylab cameras were designed to best serve a variety of disciplines ranging over agricultural and forestry surveys, geological analyses, water resource surveys, land use surveys, oceanography, etc., etc., and did not envision looking for lost aircraft.

"A further problem with the cameras is that the film will not be returned for processing until the end of the mission.

"The crew has binoculars and a tracking telescope through which they could perhaps perceive a small plane, but their speed of traverse, almost five miles per second, rules



Western Puerto Rico: This Earth Terrain Camera photograph shows the western half of the island of Puerto Rico with its surrounding coastal waters. The cities of Ponce, on the southern coast, and Mayaguez, at the mid-point of the island's western end, can be seen in the photograph.

out any thorough search coverage of the area beneath them.

"You also expressed an interest in the potential for the use of future space systems to help locate lost aircraft. I have inquired to learn if there are any plans under consideration which would be applicable, but have not yet had a reply. Certainly it is conceivable to use one or more satellites as communications relays to work with a survivable transmitter carried on the aircraft. It is clear that this approach would be more workable than one depending on visual sightings. The ERTS system, launched in July 1972 and still operating, uses a somewhat similar arrangement for data collection from remote stations which measure various environment parameters—temperature, humidity, and the like—at remote sites. A five-watt transmitter sends the data to ERTS which relays it to a ground station. This is now done on a twice-daily cycle and covers the entire continental United States.

"Clearly, this same arrangement could serve as an aid to location of a transmitter carried by an aircraft, and could be extended to worldwide coverage by fairly straightforward means.

"I hope this information will be of some use to you. If you want to pursue any of these thoughts further, I would suggest you contact Mr. C. W. Matthews, Associate Administrator for Applications, NASA Headquarters, Washington, D. C. 20546. Both Earth Observations and Communications and Navigations Programs are under his direction.

"I'm sorry I can't come through with something by which Skylab could help in the immediate situation.

"Sincerely,
/s/William C. Schneider
"Director, Skylab Program"

AVIATION EDUCATION HIGHLIGHTS

A good way for many of us to begin the New Year would be to take inventory of all the unfulfilled promises which we might have made in 1973. One commitment I entered

into with the readers of this column was to provide up-to-date information on the aerospace education programs and activities at the various levels of public instruction in the state. As you might recall, I got as far as the secondary or high school programs in my last article.

In keeping with my promise then, I would like to devote this writing to a description of what is happening in the way of aviation education in Montana's post-secondary or vocational-technical institutions.

Considering the state's relatively sparse population, Montanans enjoy one of the country's finest vo-tech programs with 27 different occupational offerings and 10 center locations. Much to the credit of our educational planners, aviation-related occupations are well represented with four distinct curricula and two program-offering sites.

Until recently there was little evidence of any effort to disseminate information regarding Montana's fine post-secondary aviation training opportunities. Readers of the December, 1973 issue of *Air Line Pilot Magazine* will note, however, that this trend is undergoing a reversal; all of a sudden we are receiving national publicity! Alas, for better or worse, the word is out: out-of-staters are now aware of the fact that they are no longer compelled to pursue their aeronautical training in crowded, IFR-plagued, lack-luster surroundings—it is available year round in a state renowned for its scenic splendor and uncongested skies. But take heart Montanans, enrollment preference is given to bona fide state residents who, by the way, are relieved of a \$600 per academic year tuition charge.

Montana's two aviation program-offering vo-tech centers are Helena Vocational Technical Center, 1115 Roberts, Helena, Montana 59601; and Missoula Technical Center, 909 South Avenue West, Missoula, Montana 59801.

Helena Vo-Tech's Aeronautics Department is both an FAA-approved maintenance technician school and a certified aircraft repair station. Its curriculum includes two two-year op-

tions: a 34-course 3-block Airframe and Power Plant Maintenance Technician Program; and a new Avionics (aviation electronics) Technician offering. Students enrolled in the Helena vo-tech programs can expect to spend up to seven hours per day in classrooms and labs.

Missoula Technical Center's Aviation Technology Department offers two unique six-quarter programs which are more attuned to the flight-oriented student. For those who cannot imagine being happy anywhere except in the left seat of an airplane, MTC offers its Commercial Pilot option. As an alternative for those less enthralled with the man-machine equation, the center provides its Advanced Ground Instructor Program. Option differences are, for the most part, academic, as enrollees in either program complete the same 42-course curricula and receive 190 hours of contracted flight instruction which qualifies them as commercial pilots with instrument and all flight-ground instructor ratings instructor ratings.

Readers interested in enrolling in or learning more about the excellent aeronautical training programs available to them through the Helena or Missoula vocational-technical centers are encouraged to direct their inquiries to the respective institutions.

DAWSON COMMUNITY AIRPORT COMMISSION CHANGE

It is with regret that we have learned that David P. Price, Chairman of the Dawson Community Airport Commission, will be moving to North Dakota. Dave is being transferred by the Montana-Dakota Utilities Company and we wish him well in his new location.

During Dave's tenure as chairman an entirely new air carrier airport with a public use instrument approach was developed to serve Glendive, Dawson County and eastern Montana. We have enjoyed working with Dave and his Commission members over the past years. We would like this opportunity to congratulate

(Continued on Page 8)

(Continued from Page 2)
and William Moore, Certification Specialist, represented the Regional FAA office, Denver, and Russ Josephson, the FAA District Airport Office in Helena. Jerry Burrows of the Division of Aeronautics rounded out the team which flew and/or drove from city to city as weather directed.

Many areas of certification were discussed but the primary objective was to assist the communities with the specifications for a fire truck and related rescue equipment and the preparation of the required FAA application forms.

The 50 board members in attendance at the five meetings expressed a great deal of interest in the truck with representation of the local fire departments adding to the input. Glasgow had prepared a set of drawings for the building to house the

fire truck and snow removal equipment. Other cities are considering similar type shelters.

Russ Josephson explained the FAA ADAP programs and procedures and had a sample set of fire truck specifications and application forms. Jerry Burrows provided literature from several different manufacturers, copies of the Federal Air Regulations and discussed firemen's training and trucks in general. Lloyd Smith and Bill Moore provided expertise with FAA policies and certification requirements in particular.

Each of the four travelers commented on the warm reception and hospitality provided in each locality and expressed desire for a continuation of the smooth relationship between the federal, state and local levels of government.

(Continued from Page 3)

with 1st place Women's trophy and 2nd place overall award, flying the Stinson 103-3. She lists her hobbies in the following order . . . flying, skiing, hiking, horseback riding, and hopes to keep in touch with her friends and acquaintances while pursuing these interests in retirement. Supervising Inspector Lester Severance of GADO-5, Helena, recently awarded Mrs. Childs the Department of Transportation 30-year diamond service pin as well as a cash award for an economy suggestion on forms that was adopted on a nationwide basis by the FAA.

(Continued from Page 7)

Dave on a job well done on behalf of the State of Montana and Montana's aviation community.

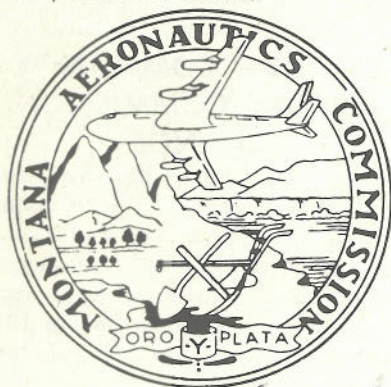
MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601



JANUARY, 1974

Second-Class
Postage Paid at
Helena, Mont. 59601